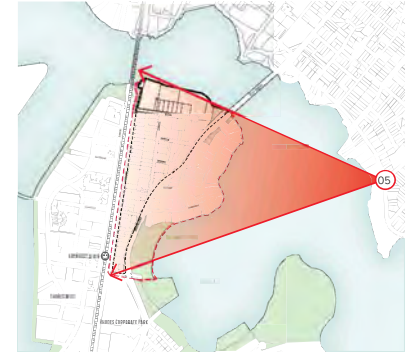


VIEW 5_KISSING POINT PARK



Existing



Proposed

VIEW 5_KISSING POINT PARK

The view from Kissing Point Park is considered to have MODERATE TO LOW sensitivity assuming that:

- The view can be appreciated at a distance by the general public from the northern bank of the Parramatta River and can be accessed by the Parramatta Valley Cycleway, and users of the Concord Ryde Sailing Club; and
- The distance and openness of the view has the capacity to withhold the change in the built form.

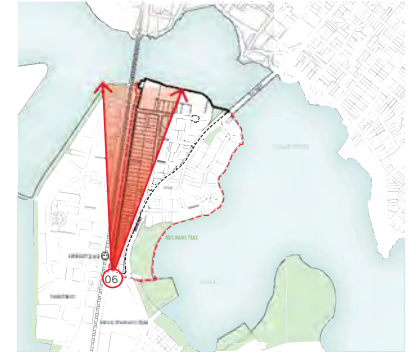
The magnitude of the proposal is considered MODERATE given that:

- The visible built form immediately adjoining the foreshore will be generally consistent with the existing massing; and
- The scale of the proposed buildings does not rival the scale of the proposed buildings within Rhodes West.

The overall visual impact for this view is assessed as MODERATE.

		MAGNITUDE					
SENSITIVITY		High	High to Moderate	Moderate	Moderate to Low	Low	Negligible
	High	High impact	High Impact	Moderate High	Moderate High	Moderate	Negligible impact
	High to Moderate	High Impact	Moderate High	Moderate High	Moderate	Moderate	Negligible impact
	Moderate	Moderate High	Moderate High	Moderate	Moderate	Moderate-low	Negligible impact
	Moderate to Low	Moderate	Moderate	Moderate	Moderate-low	Moderate-low	Negligible impact
	Low	Moderate	Moderate	Moderate-low	Moderate-low	Low impact	Negligible impact
	Negligible	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

VIEW 6_ BLAXLAND RD



Existing



Proposed

VIEW 6_ BLAXLAND RD

The view from Blaxland Road is considered to have **MODERATE** sensitivity assuming that:

- The view can be appreciated by the general public accessing the train station, as well as, the local residents;
- The existing view does not have high amenity as it is dominated by the train line and the adjacent vehicle car parks; and
- The introduction of the pedestrian bridge accessing the train station will improve the visual amenity and wayfinding.

The magnitude of the proposal is considered **MODERATE** given that:

- The built form character will change significantly, from the current low rise residential and small scale commercial, to a high rise residential with active specialty shops at the ground floor;
- The change will occur along the eastern edge of the road, but it will be consistent with the height of the current development in Rhodes West;
- The pedestrian bridge has the potential to frame the view along the road. However, this is subject to confirmation of the bridge level, alignment and general design; and
- The view corridor along Blaxland Road is generally maintained.

The overall visual impact for this view is assessed as **MODERATE**. However, it is suggested that upgrades to the streetscape will be required as part of the transformation of this precinct. These changes can greatly improve the perceived experience along Blaxland Road.

		MAGNITUDE					
		High	High to Moderate	Moderate	Moderate to Low	Low	Negligible
SENSITIVITY	High	High impact	High Impact	Moderate High	Moderate High	Moderate	Negligible impact
	High to Moderate	High Impact	Moderate High	Moderate High	Moderate	Moderate	Negligible impact
	Moderate	Moderate High	Moderate High	Moderate	Moderate	Moderate-low	Negligible impact
	Moderate to Low	Moderate	Moderate	Moderate	Moderate-low	Moderate-low	Negligible impact
	Low	Moderate	Moderate	Moderate-low	Moderate-low	Low impact	Negligible impact
	Negligible	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

SIGNIFICANT PUBLIC VIEWS_CONCLUSION

The following tables address the performance criteria outlined by the **SYDNEY HARBOUR FORESHORES & WATERWAYS AREA DCP FOR SREP (SYDNEY HARBOUR CATCHMENT) 2005**, based on the outcomes of the visual assessment, focusing primarily on the views from the public realm.

Landscape type 15 (Northern foreshore of Rhodes Peninsula)	
Performance Criteria	Development response
<i>The industrial uses along the river are maintained and preserved. Pressure for these uses to relocate is minimised;</i>	The industrial uses along Leeds Street will be removed and converted to mid to high rise residential buildings. The 'SREP Sydney Harbour' Controls for landscape character along Rhodes East foreshore no longer will be adhered to given the proposed changes to land uses.
<i>Design and mitigation measures are provided between incompatible land uses to minimise noise and amenity impacts;</i>	The proposed land uses are not incompatible. The existing residential zoning will be retained and expanded along the northern edge of the peninsula.
<i>Remaining natural elements along the foreshore are preserved to maintain the natural screen along the foreshore; and</i>	The proposed foreshore promenade and public plaza offer the potential to retain most of the existing vegetation along the river foreshore.
<i>Vegetation is integrated within the development to minimise the contrast between natural and built elements.</i>	It is the intent of the Master Plan to integrate vegetation and built form in order to minimise potential impacts.

The following tables address the planning principles relating to scenic quality outlined by the **SYDNEY HARBOUR CATCHMENT REP 2005**, based on the outcomes of the visual assessment, , focusing primarily on the views from the public realm.

Planning Principle	Development response
<i>The scale, form, design and siting of any building should be based on an analysis of the land on which it is to be erected, and the adjoining land, and the likely future character of the locality;</i>	The urban design Master Plan for Rhodes East was informed by detailed analysis of the site and provides a vision for the future development that reflects best practice urban design principles. It is our understanding that the scale, form and siting of the proposed development will not detract from the existing context, particularly when considering the current development at Rhodes West. The current VA has limited scope and capability to fully assess the final architectural design of the future buildings, as these are subject to further detailed design.
<i>Development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries; and</i>	The proposed development will contribute to the urban landscape which surrounds the river and it's tributaries, where increasingly the character of the river is marked by the proximity of higher density urban fabric.
<i>The cumulative impact of water-based development should not detract from the character of the waterways and adjoining foreshores.</i>	The visual impact is expected to be greater in the Leeds Street foreshore. However, the proposed public open spaces along the foreshore will provide a new character to this interface with the river creating a place of high amenity and public gathering, rather than the current, largely privatised, foreshore.

SIGNIFICANT PUBLIC VIEWS_CONCLUSION

The overall visual impact of the proposed Rhodes East development can be divided in two broad areas:

- Northern foreshore of Rhodes Peninsula; and
- Southern interface between Brays Bay and Concord Road.

and is expected to have a MODERATE visual impact on the surrounding context.

The generally mid rise buildings proposed along Leeds Street and the foreshore will significantly alter the riverine landscape as seen from the northern banks of the Parramatta River. However, this is consistent with redevelopment occurring on the northern foreshore. It is also noted that the land use change from light industrial development to mixed use supported by significant, high quality, landscape public open space visible from the water will considerably enhance this area.

High rise 'gateway' buildings are visible from the southern approach to the peninsula along Concord Road and also from Brays Bay Reserve. It is considered appropriate to provide density in this location:

- Density next to public transport is a key project and state objective;
- The heights remain lower than, but generally consistent with, the development to the west of the Station;
- 'Skinny towers,' or small floorplate towers, are used to minimise overshadowing impact;
- Because this site is bound by the railway line, Concord Road, McIlwaine Park and commercial to the south; redevelopment in this location will not impact on existing residential development; and
- Additional overshadowing of McIlwaine Park is limited as the majority of the overshadowing already exists from the Rhodes West development.

The ultimate redevelopment of the Peninsula changes the visual character of the place when viewed from the east, however the built form development immediately adjoining the foreshore has little to no impact. The balance of the redevelopment will occur incrementally and over a 10-15 year timeframe lessening the impact.

It is suggested that best practice design of streetscapes and open and public foreshore spaces is employed in order to mitigate the potential impact. Retaining, replacing or supplementing existing vegetation is also encouraged, particularly along the river foreshore as a measure to retain some of the memory and character of the place, and reduce the perceived impact of the project. It is also recommended that design excellence be required, mainly for the high rise buildings, ensuring a refined and sophisticated expression which will add interest to the urban landscape, rather than detracting from it.



SIGNIFICANT PRIVATE VIEWS

The scope of this VA is primarily focused on the views from the public realm. This is based on the priority given to shared amenity and equitable views that can only be achieved within the public realm. Therefore, whilst consideration has been given to the existing residences during the Rhodes East design process, it is secondary to the public realm benefit and community amenity.

Given our understanding of the community concerns at Rhodes West, a selection of views from two existing Rhodes West apartment buildings have also been included. The Rhodes West apartment buildings that have been selected represent the following shared conditions, making these views representative of the 'worst case scenario':

- Taller building height (up to 25 storeys);
- Enjoy some level of CBD and Harbour Bridge views; and
- The chosen Rhodes West 'apartment unit view' align with the taller Rhodes East proposed buildings (up to 15 storeys).

The following pages illustrate a comparison of the existing and proposed views, with a focus on the view towards Sydney Harbour and the CBD, from a range of apartment levels/building heights. Given the difficulty in sourcing photography from each of the apartments included in the study, the comparison is based on the georeferenced 3d massing models (Sketchup). As a reference, Sydney Harbour Bridge is kept central on the horizon of each view. The proposed views use maximum building heights achievable only as a bonus associated with developer delivered infrastructure/ public benefit. If a developer chooses not to deliver the public benefit then the height would be lower.

In the absence of an actual floorplan, the views are taken from the centre of the eastern elevation for each scenario.

01_46 Walker Street



Aim:

To understand the visual impact of development from a prominent existing building.

To test the extent to which the change of built form features may affect the occupiers of individual apartments.

Google Earth Coordinates:

33°49'39"S, 151° 5'14"E

Site level (RL): Several apartment levels

Distance to site: approx. 90m

Focal Length (35mm equivalent): n/a

02_52 Walker Street



Aim:

To understand the visual impact of development from a prominent existing building.

To test the extent to which the change of built form features may affect the occupiers of individual apartments

Google Earth Coordinates:

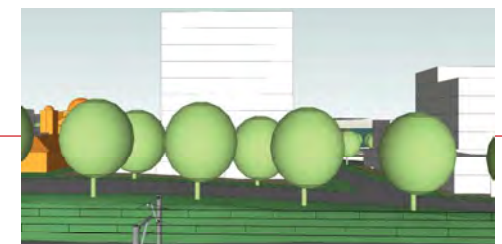
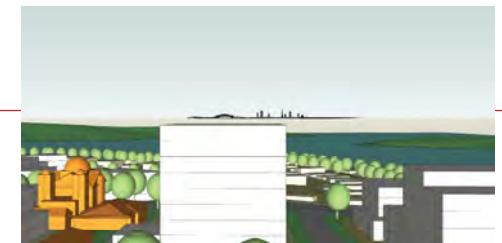
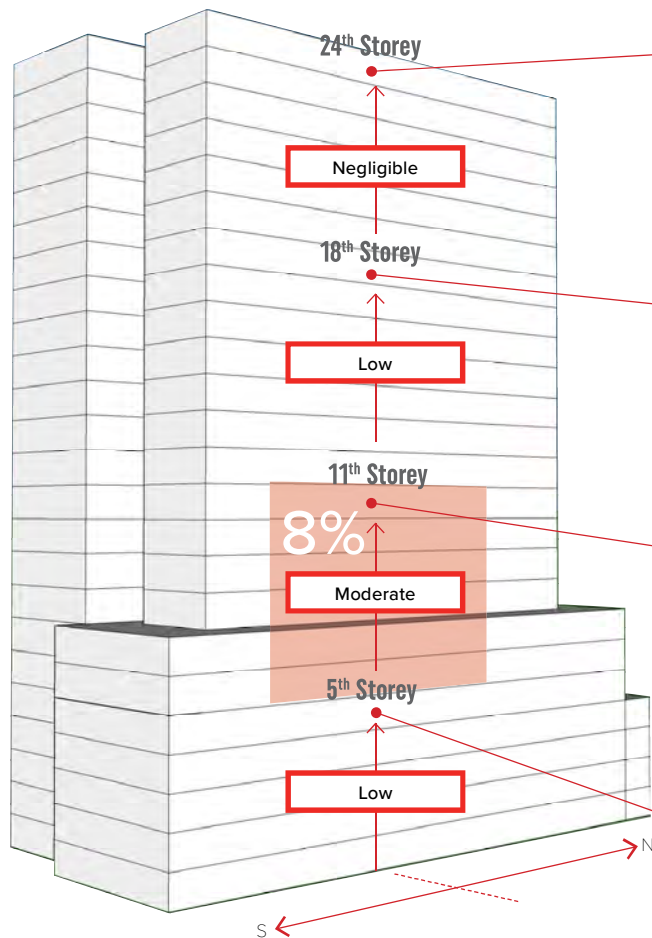
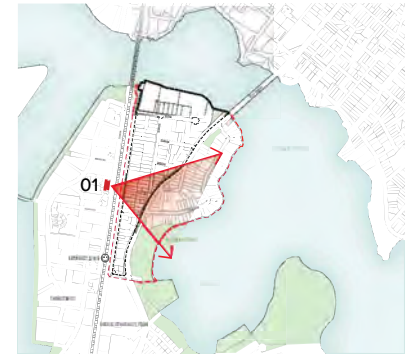
33°49'33"S, 151° 5'15"E

Site level (RL): Several apartment levels

Distance to site: approx. 90m

Focal Length (35mm equivalent): n/a

VIEW 1_46 WALKER STREET



Existing representative view

Proposed

VIEW 1_46 WALKER STREET

The view from 46 Walker Street is considered to have **MODERATE TO LOW** sensitivity assuming that:

- The view is restricted to the occupiers of the units within the building with rooms or balconies facing east, and located in the middle or towards the southern side of the elevation only; and
- The existing view within the lower levels of the building (up to 5 storeys) does not present unobstructed views to Sydney Harbour, with a dominance of the train line and the adjacent vehicle car parks in the foreground.

The magnitude of the proposal is considered **MODERATE** given that:

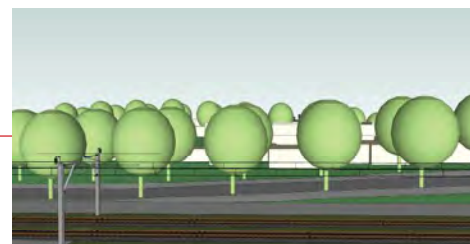
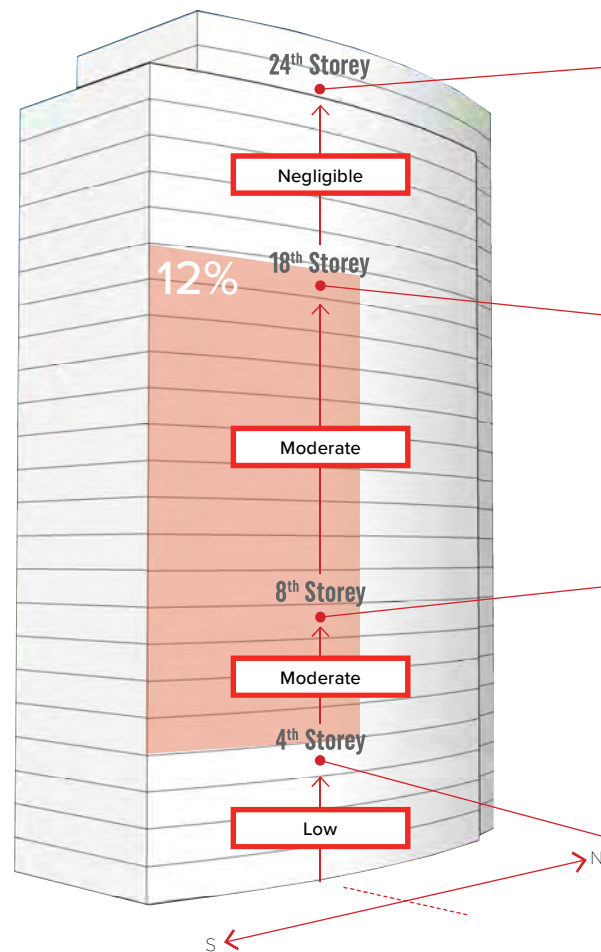
- The built form character will change significantly, from the current low rise residential, to a mid-rise residential;
- There is the potential for a mid-rise building to partially obstruct the view of Sydney Harbour and CBD between the 5th and the 11th storey;
- Views above the 11th storey remain unobstructed.

The overall visual impact for this view is assessed as **MODERATE TO LOW**. This is based on 30% of the buildings floors being partially impacted, and only for half of the eastern elevation (25% of the overall building). This means that less than 8% of the building's dwellings are effected.

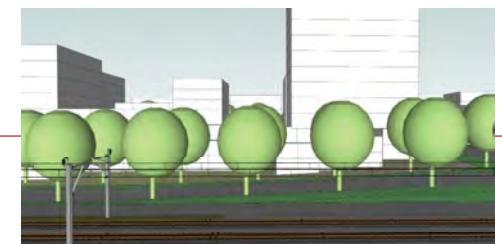
Due to the application of the 'High- Low Model' (refer to the Urban Design Report and page 40 of this report), and the limited locations eligible for height bonuses at Rhodes East, the existing views remain unobstructed when moving to the northern side of the building.

		MAGNITUDE					
		High	High to Moderate	Moderate	Moderate to Low	Low	Negligible
SENSITIVITY	High	High impact	High Impact	Moderate High	Moderate High	Moderate	Negligible impact
	High to Moderate	High Impact	Moderate High	Moderate High	Moderate	Moderate	Negligible impact
	Moderate	Moderate High	Moderate High	Moderate	Moderate	Moderate-low	Negligible impact
	Moderate to Low	Moderate	Moderate	Moderate	Moderate to Low	Moderate-low	Negligible impact
	Low	Moderate	Moderate	Moderate-low	Moderate-low	Low impact	Negligible impact
	Negligible	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

VIEW 2_52 WALKER STREET



Existing representative view



Proposed

VIEW 2_52 WALKER STREET

The view from 52 Walker Street is considered to have **MODERATE TO LOW** sensitivity assuming that:

- The view is restricted to the occupiers of the units within the building with rooms or balconies facing east, and located in the middle or towards the southern side of the elevation only;
- The existing view within the lower levels of the building (up to 4 storeys) does not present unobstructed views to Sydney Harbour, with a dominance of the train line and the adjacent vehicle car parks in the foreground; and
- The existing view above the 8th storey provides unobstructed views across Sydney Harbour.

The magnitude of the proposal is considered **MODERATE** given that:

- The built form character will change significantly, from the current low rise residential, to a mid-rise residential;
- There is the potential for a mid-rise building to partially obstruct the view of Sydney Harbour and CBD between the 8th and the 18th storey; and
- Views above the 18th storey remain unobstructed.

The overall visual impact for this view is assessed as **MODERATE**. This is based on 45% of the buildings floors being partially impacted, and only for half of the eastern elevation (25% of the overall building). This means that less than 12% of the building's dwellings are effected.

Due to the application of the 'High- Low Model' (refer to the Urban Design Report and page 40 of this report), and the limited locations eligible for height bonuses at Rhodes East, the existing views remain unobstructed when moving to the northern side of the building.

		MAGNITUDE					
		High	High to Moderate	Moderate	Moderate to Low	Low	Negligible
SENSITIVITY	High	High impact	High Impact	Moderate High	Moderate High	Moderate	Negligible impact
	High to Moderate	High Impact	Moderate High	Moderate High	Moderate	Moderate	Negligible impact
	Moderate	Moderate High	Moderate High	Moderate	Moderate	Moderate-low	Negligible impact
	Moderate to Low	Moderate	Moderate	Moderate	Moderate-low	Moderate-low	Negligible impact
	Low	Moderate	Moderate	Moderate-low	Moderate-low	Low impact	Negligible impact
	Negligible	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

SIGNIFICANT PRIVATE VIEWS_CONCLUSION

There is a lack of planning principles against which to benchmark the analysis of private view impact, given focus on the public realm and development based on delivering public benefit. To this end, the VA endeavors to be transparent in demonstrating the potential impacts on Rhodes West residents. Any impact is the result of a balanced approach to redevelopment that achieves the objectives of the Rhodes East Priority Precinct and is consistent with the anticipated redevelopment conversation that began in 2014.

Whilst the design process for Rhodes East has prioritized public views and amenity over private views, genuine consideration has been given to the impact that proposed development may have on Rhodes East, as development will be incremental, and Rhodes West, as our neighbour.

The Rhodes East Urban Design Principles were established, and applied, in order to minimise visual impact on existing development and are summarised below.

- View Sharing- the Structure Plan was designed in both plan form and 3D, with view sharing for the Rhodes West existing residents taken into consideration. New streets have been located to maximise precinct connectivity whilst maintaining view corridors to the east from key Rhodes West public spaces, and residential buildings where possible. The overall height strategy for Rhodes East is to locate the taller buildings where there is the least impact on neighbouring developments such as close to the Station, along the railway line and in key locations in the Leeds Street Foreshore. Heights then transition down towards the water/ Concord Road;

- Character Areas - build on the existing character and identity of Rhodes East, establishing sub- precinct controls to ensure that built form, landscape and land use work together to respect the existing fabric whilst creating distinct, attractive and legible places. The development at Rhodes West often contributes to the existing character of Rhodes East, particularly along the railway line and near the Station, and provides a logic for the continuation of density;
- The High Low Model- intentionally allocates a height limit that can only be fully realised on part of the site in order to comply with the maximum FSR controls. The result is typically a taller element in the southwest corner of blocks supported by the balance of the block (approximately 85%) being low- mid resulting in negligible solar and/ or visual impact;
- Specific sites at Rhodes East have been designated as eligible for taller buildings. The strategically located sites that affect Rhodes West will contribute to the creation of new east- west streets improving connectivity and promoting active transit. The sites are intentionally located in the southwest corner of the block to minimise the overshadowing of priority streets/ open spaces with the railway corridor providing a significant separation to Rhode West public domain and buildings; and
- Minimum Terrace Frontage Controls- mandate 60- 85% of the block to be fronted by terraces or terraces apartments, significantly reducing the bulk, mass and height associated with typical perimeter block apartments.

The outcomes of the Visual Assessment are a reflection of the urban design principles applied in the Master Plan for Rhodes East, where the intent is to promote commercially viable development diversity, and achieve a fine grain, human scale, medium density development across the Priority Investigation Area.

Visual impact on adjacent properties can be further minimised through high quality design, which adds interest to the urban landscape, rather than detracting from it. This should be applied to mid rise buildings at Rhodes East and particularly those located along Blaxland Road and opposite key public spaces.



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